

號一十月二英港香

THIRTY DOLLARS
PER ANNUM

Intimations.

THE NATIONAL TENSION

THAT THE
RELIEF OF LADYSMITH

WILL REMOVE, IS NOTH TO THE RELIEF YOU WILL EXPERIENCE BY TAKING

BALSAMIC

COUGH LINCTUS

SOLE PROPRIETORS:

Advertisement, Limited.

~~66, QUEEN'S ROAD CENTRAL, HONGKONG.~~

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.

Best Qualities of ASBESTOS GOODS and PACKINGS,
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

ESTIMATES given for every DESCRIPTION of WORK.
 CHIEF SUPERINTENDENT.....THOMAS SKINNER.

71 SUPERINTENDENT ARCHIBALD RITCHIE.
DODDVEIL & Co., LIMITED, General Manager
DEAR MESSRS

PEAK HOTEL

CRAIGIEBURN.
THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS,
1,350 feet above sea level.
CRAIGIEBURN is situated at DUMFRIES, 15 minutes walk from the Hotel.

Fine Healthy location, variety of beautiful scenery. Cool Southerly Breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent cuisine.
 A. MOIR,
 Manager.
 [18

ROBINSON PIANO CO.

AMERICAN BANJOS, GUITARS,
MANDOLINES,

CABIN PIANOS AND ORGANS.
NEW MUSIC, SONGS, BOOKS, &C.

Hongkong, 20th February, 1960. [235b]



AQUARIUS.

"The Latest thing in Mineral Waters that we have
happened upon is "AQUARIUS." We have tried it plain

75. we have tried it with Whisky, and have nothing but good to say of it."

"MAN OF THE WORLD," LONDON.
CALDERICK, MACGREGOR, 2-6.

CALDBECK, MACGREGOR & CO.
AGENTS,
AQUARIUS COMPANY.

Queen's Road.
Hongkong, 20th January, 1900. [15]

PLATZ MIGHT BE EQUALLED
BUT CANNOT BE

DEER **DON'T CANNOT BE**
SURPASSED.

Per Cask of 10 dozen Pints	\$25
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SOLE AGENTS:
H. PRICE & CO.

Hongkong, 3rd February, 1900. [20

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an **INFALLIBLE** and **PERMANENT CURE** for
SPRUE DYSENTRY DIARRHŒA HÆMORRHOGE AND ULCERATION.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,

12th October, 1898. Shanghai. [21]

Hongkong, 14th February, 1900. [207b]

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

Auditors' fee..... 400.00
Exchange..... 75.00
Written off Land, Buildings and Machinery, as depreciation..... 12,787.14
Balance..... 211,054.30

Balance brought forward from 1898 \$ 4,862.00
Interest and Dividends on investments..... 8,097.63
Profit on re-valuation of investments..... 46,794.70
Balance of Working Account..... 107,061.24

Balance of Profit and Loss..... 211,054.30

Capital 5,000 shares @ \$50, paid up \$250,000.00
Reserve Fund..... 50,025.00
Due to General Managers..... 11,574.25
Sundry Creditors..... 42,087.15
Hongkong and Shanghai Banking Corporation..... 91,887.62
Cash on hand..... 744.57
Cash at Factory..... 25.00

Investment in shares of local Companies, valued at..... 125,600.00
100 shares Hongkong Land Investment Agency Co., Ltd.
100 shares China Provident Loan and Mortgage Co., Ltd.

We have compared the above statements with the books, vouchers and securities of the Company and found the same in accordance therewith.

THOS. ARNOLD & F. HENDERSON, Auditors.

THE TUGELA RIVER.

The name Tugela means "fear" and it has received the name from the rapidity with which it will come down in flood. A thunderstorm among the mountains in which it rises will raise the river many feet in a few minutes, and it rises 40 feet in a single night. The current is at all times extremely swift, and a comparatively slight rise is sufficient to make the drift impossible, whilst a heavy rise will sweep away any temporary bridge that may have been erected.

THE COINAGE OF SOVEREIGNS IN INDIA.

The Allahabad Pioneer writes:—"The coinage of Indian sovereigns has not yet begun, and it cannot take place until the Government has issued a decree making the Bombay mint a branch of the royal mint. There is, we understand, plenty of Indian gold available in Bombay for coinage purposes, as Government accepted the offer made by the big mines in Mysore to take their output."

RUSSIAN RAILWAYS.

The report of the Russian Minister of Finance explains the great progress in railway construction and management, and the regulation of tariffs. The network of lines in the Russian Empire now covers a total distance of 35,875 miles, exclusive of the branch through Manchuria, of which 297 miles are already open for traffic from Port Arthur to Moukden. The Minister is especially eloquent on the future blessings and importance of the Siberian Railway, which he considers are obscured from the appreciation of the present generation by the enormous cost of construction, amounting altogether to three-quarters of a milliard roubles.

PLAYING SPOOK.

The Paris correspondent of the "Daily Telegraph" is responsible for the following:—"M. Cordier, a retired merchant of Paris, much given to consulting spirits in emergencies, has been tricked in a rather amusing manner by an amateur ghost who resided in rooms contiguous to those of the ex-business man. The latter lately told friends and acquaintances that he had a melancholy message from Spiritland to the effect that his son, who had been in Hong Kong, had been murdered by pirates. The dishonest neighbour, hearing this, knocked one night at M. Cordier's wall and announced that he was a spirit who wanted money for masses to be said in a certain church for the repose of the soul of the retired merchant's son. A sum of 100 francs was required, and the phantom asked M. Cordier to be good enough to put it under the first chair on the left side of the Virgin's altar in the Church of Saint Sulpice. It appears that M. Cordier deposited several donations for the ghost under the chair, and the "ghost" was regularly taken away. In the meantime the son supposed to be dead came home from Hong Kong, unharmed and unhurt. The young man had, in fact, no adventures with pirates, and was engaged in very prosaic business matters during his stay in the Far East. The son lay a trap on 15th instant for the ghost, who was invited by Cordier senior to walk into his flat in the dark. No sooner had the spirit entered the room than he received a blow on the head from a big stick brandished by the traveller from Hong Kong. The guilty phantom fled, but was pursued down the stairs and into the street by father and son. The ghost was recognised by the police as a person who wanted for acts of swindling of a diversified kind, and in some instances of a very ingenious sort."

A BULGARIAN WITH THE BOERS.

The "Times" a newspaper published in Philadelphia, prints a curious letter from a Bulgarian officer serving with the Boers before Ladysmith. He relates how his expenses were paid from New York by the Dutch Committee there, and that he landed at Lourenco Marques. He now has a company of 110 men, all Boers, and knows English is quite at home, as he finds that English "with the Boers is the universal language." It must have been a little disappointing to find that his new friends had never heard of Bulgaria, but otherwise he reports them excellent "good shots, good horsemen, and good Christians." "Our tactics here and everywhere along the fighting line are 'keep in your trenches.' We get ourselves entrenched and wait for the enemy. The English make their attacks in the open, thinking that they fight the Soudanese. We fire volleys at them and make havoc in their ranks. Hundreds are left on the battlefield, and the others retire. We capture eight of them with their rifles and in how proudly they hold themselves. As we are all mounted we do our movements quickly. So far we have been the victors alone. General White is shut up in Ladysmith, and we wait. We are forbidden to make any storming, as that would cost us men, and the Transvaal has but a handful." He adds that there are French, German, Russian and Belgian officers serving with the Boers. On one occasion he met General Joubert, and was pleased to find that the General had heard of Silivista. The good Bulgarian on his side seems never to have heard of Mr. Gladstone.

MOSTLY PERSONAL.

The Queen has been pleased to approve the appointment of the Duke of Devonshire, K.G., to the Lord Lieutenant of the County of London, in the room of the late Duke of Westminster; also the appointment of Mr. John Power Wallis, barrister-at-law, to be Advocate General at Madras, to fill the vacancy caused by the appointment of Mr. Arnold White as Chief Justice of Madras.

At a meeting of the Council of the Royal Colonial Institute held on 16th ult., Mr. William Keawick, M.P., in the chair, the following gentlemen, amongst others, were elected Fellows:—Mr. George C. Anderson, Hongkong; Mr. J. McLeavy Brown, C.M.G., U.S.A.; and Thornton Hall, Bucks; was solemnized at St. Peter's Church, Eaton-square, on 16th ult., in the presence of a large gathering of friends. The bridegroom was wounded in the Jameson Raid.

The marriage of Captain the Hon. Charles Coventry, second son of the Earl of Coventry, to Lily, younger daughter of Mr. Fitzhugh Whitehouse, of Eastbourne House, Newport, U.S.A., and Thornton Hall, Bucks; was solemnized at St. Peter's Church, Eaton-square, on 16th ult., in the presence of a large gathering of friends. The bridegroom was wounded in the Jameson Raid.

The Rev. Albert Goldsborough M.A., of Pickering, Yorkshire, having called Lord Salisbury's attention to statements in the missionary "Outlook" to the effect that missionaries in China are treated with indifference by the Home Government, has received a reply which says that the accusation of indifference to religious interests in China on the part of the Government is too vaguely stated to be capable of refutation.

The Mazawattee Tea Company (Limited), paid on 15th ult. to Her Majesty's Customs, the sum of £85,863 8s. 8d., representing over 5,000,000 pounds of tea. This is the largest duty payment, and the greatest clearance from bond, in the history of the tea trade. This great bulk of tea is being deposited in the Company's new warehouses at New Cross, which have a cubical capacity of over two million feet.

Mr. Anki Tanre, a well-known Japanese artist, has been designing some vases and a plaque for exhibition in Paris. One of the vases represents dancing in the Genroku era (1688-1703), and its making in the works of Mr. Tanre's studio has taken a couple of years. It is in the old Inari style. The plaque, which is 3 ft. in diameter, is decorated with a picture of Mount Fuji, wearing his cap of snow, shown against a background of deep blue.

Sir William MacCormac is rendering splendid service in his attendance upon the wounded British soldiers in South Africa. It will be remembered that he left Capetown for Natal just before the battle of Colenso, and superintended the care of the wounded after that unfortunate engagement. It is now reported that Sir William has returned to Capetown, and that he left that place on 15th inst. for Naauwpoort and Rensburg. Sir William MacCormac was sixty-four years old on 17th inst.

Lady Charles Beresford, who had settled herself down at home with two pretty young daughters to chaperone and a husband in Parliament, has had all her arrangements disturbed by Lord Charles's appointment as second in command of the Mediterranean Squadron. Lady Charles, who shone as a hostess during last season and that preceding it, now thinks of living at Malta for awhile. She will be a great acquisition to the very charming social life of the place. Lady Charles Beresford was Miss Gardner, eldest daughter of Mr. Richard Gardner, M.P. She has spent a great many winters in Egypt. Her two daughters, both very pretty girls, have the Irish name of Kathleen and Eileen. The elder was on the box-seat of her father's coach several times last season, when he drove usually a team of greys.

ET CAETERA

According to the "Daily Chronicle," General Sir William Butler was on Monday summoned to come to town from Devonport, by special train, in order that he might join in a consultation at the War Office in regard to the progress of the war. "His estimate of the forces necessary for a war with the Boer Republics," says our contemporary, "was regarded at the time it was received as being based on a wildly exaggerated idea of their strength. Everyone is regretting now that his appreciation of the military problems in South Africa was not then given the consideration due to it." The "Daily News" and "Daily Telegraph" have this week made equally candid acknowledgments to the General who, because he appreciated what others then ignored and denied—the military and moral strength of the enemy—was denounced as a "maker of Pro-Boer speeches." Well, in that sense, we are all "Pro-Boers" now; and the existing sentiment may be best expressed at this moment in the words of the veteran War Correspondent of our days, who represented "The Times" in the Crimea, and who referred long ago in one of his books to "the wonderfully able William Butler," when he said: "This week, speaking of his detractors, that they ought to be publicly whipped through the streets."

WAR NEWS.

(From our Exchanges.)

The "Times" on Mr. Balfour.

Although the line of defence in regard to the war, which Mr. Balfour is adopting in his addresses to his constituents, may prove embarrassing to Sir Henry Campbell-Bannerman and to Mr. Bryce, he can hardly suppose it will be accepted as adequate by the majority of the nation. The tone of acquiescence with which he seems to regard our mishaps and reverses, as though they were the inevitable consequences of some malign destiny which no foresight and no initiative on our part could have prevented, is a little irritating to a people who are not fatalists and who believe that energy, intelligence, and determination applied at the right moment are able to overcome most of the problems of life.

It would be better for the country, for Ministers themselves if for the Cabinet family owned that they had made mistakes, pleaded extenuating circumstances, and pledged themselves to serious efforts at reforming all that has proved wanting or may yet prove wanting when tried by the ordeal of war. If they did so there would not be any disposition, we feel sure, to scrutinizing too narrowly the sufficiency of the pleas put forward in mitigation of judgment. The nation is only too generous to the faults of its servants where those faults are due to mere carelessness or to a perverse adherence to antiquated routine.

Mr. Balfour's successive speeches at Manchester, by completely ignoring the fiduciary relation in which the Government stand to the country, afford the strongest possible confirmation to Lord Charles Beresford's statement that so far as the services are concerned, no such thing as Ministerial responsibility exists. The course of the war is a clear proof that somebody is in blame. The fault lies somewhere between the generals, the system, and the Cabinet. Mr. Balfour deprecates criticism on the first, champions the second and affirms that the third have no need of repentance.

Colonel Lansdale Hail on the War.

What the "dominant military school" is, and who are its champions, I do not know; but of one thing I am certain, namely, that the "military school" is a far greater menace to military men at home, whether they be officers on the active list, "armchair critics, or students of war," than it is to the enemy. And one of the reasons which for the present restrains military men from attempting to reply to the condemnations is that the conduct of some of the tactical operations appears to have been of such an extraordinary character that, crediting the leaders as we do with the possession of military common sense and military knowledge, we refuse to believe that they would have acted as they have done unless compelled to do so by the force of circumstances to which they were absolutely subjected.

The Modder River Muddle.

They brought us, just before dawn, in mass of quarter column, the closest formation possible, lunging against the front of an almost impregnable position. Suddenly there was a shot; we all lay down; then two or three more in quick succession; then a horrible hail of fire. Some one said "Retire!" the regiment in front broke through us and the whole crowd, leaving about two companies extended in front broke and ran, leaving the ground strewn with rifles, spades, stretchers, &c. These officers not knocked down in the rush stood for a bit and tried to rally them; how on earth so few got a line, and by that of course, &c. caught some of the other regiments running back and got them to join us. Then, to make a long story short, we continued lying under fire with no control, no organization, and no support except in the guns firing over our heads all day from 3.30 a.m. until 3 p.m. or so, making an occasional advance, doing no good, only drawing fire, till at last, we all turned and ran. We could not have stayed. I did not see two guns, practically outposts in front of them, all night, and regarded back to Modder River. Only a few shells were fired at us as we started. The night march to the light was cold and wet, the fairly hot and the night hideously cold, and I had only khaki (trousers and all on). I am still a little short of sleep as we did outpost again last night, three nights in the open out of four. During the night after the light, our party suffered from want of water but the Scots Guard gave us some biscuit and tin food and rum. Luckily, during the night I did not suffer from thirst, but I did not eat much of the tin food, but after lying behind a spring for an hour or two with "whining, whining crack, zap" going close by all the time, I began to wonder if I should be left when (not I) was hit. How I got through I did not know, but we lost less than most, thanks to khaki. We could not fire, which made it more difficult to stand as there were wounded in front from the first run. These frontal attacks, with potshots, on impossible positions, do no good; it is useless. We should have been doing it; we had gone on another day, I think, three lines of trenches up a kopie and three lines of wire entanglement 8 ft. high in front of the lower one. The Boers had no artillery till the evening and only one gun. We had a lot of guns which saved us, as it stopped their fire. The Guard gave them a licking on the right and saved our flank so as we are safe out of it. This is rather a incoherent account, but one which makes things as one goes along. Gordons, who were in the first route, made a splendid advance.

LORD CHARLES BERESFORD ON OUR MILITARY ORGANIZATION.

The "Morning Post" publishes an account of an interview with Lord Charles Beresford, the interview occupies six columns of the paper. Lord Charles observed that the defective organization of the army arose from the fact that Great Britain had been absorbed by the creation of a naval force, in the formation of which a definite and practical idea had been followed, whereas there had been no clearly defined scheme in the organization of the land army. When the war is over there will be a settlement of accounts, and then the reorganization of the army will be near at hand. "I am not in favour of conscription, but I think that the reorganization of the army on a practical basis will increase the number of men under the colours, will suffice, but we shall have to think besides of the military organization of our colonies." Referring to the war, Lord Charles said: "I am confident of the final issue. We shall win, but only after a great expenditure of life and money. The British reverses, I admit, caused great surprise; We did not think that the Boers would make war against us, but they have invaded our territory, and we shall drive them from it, cost what it may. We all regard Buller as a most capable man."

SHIPPING REPORTS.

Captain G. Pfaff, of the steamship *Babelberg*, from Moji, reports:—Strong N.E. wind, overcast, and rough sea.

Captain C. F. Lockstone, R.N.R., of the steamship *Canton*, from Yokohama, reports:—All well and fair weather.

Captain W. Blake, of the steamship *Kwang Ping*, from Shanghai, reports:—Fresh N.E. winds and cloudy weather.

Captain K. Sobajima, of the steamship *Tamsui Maru*, from Swatow, reports:—Gentle breeze from N.E. and following heavy swell all the way.

Captain Leask, of the steamship *Lokang*, from Bangkok, reports:—Had light N.E. monsoon and fine weather to Paracels, thence to port strong monsoon and high head sea.

Captain J. Fowler, of the steamship *Phra Chom Kiao*, from Bangkok, reports:—Left Bangkok on the 12th inst., experienced light easterly winds and fine weather until Sunday, the 18th, when moderate to strong northerly winds set in with high head sea, which lasted until arrival at 12.20 to-day.

The P. & O. S. S. Co's steamer *Java* left Singapore for this port on the 20th instant, 6 a.m.

The steamer *Tonkin*, with the next French mail, will leave Saigon to-morrow, Thursday, the 22nd inst. at 5 a.m. for this port.

The O. & O. Steamship Co's *Doric*, with mails, &c., from San Francisco to the 1st inst., via Honolulu, has arrived at Yokohama, and left for this port this morning via Inland Sea, Kobe, Nagasaki and Shanghai.

The Canadian Pacific Railway Co's R.M.S. *Empress of Japan*, arrived at Shanghai at 4 a.m. on Wednesday, the 21st inst. (to-day), and leaves at a.m. on Thursday, the 22nd for this port, where she is due to arrive at noon on Saturday, the 24th.

HONGKONG AND WHAMPRA DOCK RETURNS.

Isle of Cuba..... at Kowloon Dock.

Prosper..... " " "

Hongkong..... " " "

Genoa..... " " "

Katong..... " " "

Amoy..... " " "

U.S.S. Monadnock..... " " "

U.S.S. Itis..... " " "

U.S.S. Whelch..... " " "

Chuen Tiao..... " " "

Tyr..... " " "

Hongkong..... " " "

D. Juan d'Austria..... " Cosmopolitan "

Hankow..... " " "

Daphne..... " " "

Victoria..... " " "

ANNIVERSARIES.

1732—George Washington born.

1849—Defeat of the Sikhs at Goojerat by Lord Gough.

1850—Discovery of gold in New South Wales by Mr. E. Hargraves.

1862—Shanghai delivered from a threatened attack of the Taipings.

1875—Mr. A. R. Margary, of H. B. M.'s Consular Service, murdered by Chinese in Yunnan.

1879—Arrival of 7 of the *Kait Waters* murderers in Hongkong in charge of Labuan police.

1888—Loss of the steamer *Swatow* with 31 lives.

1897—Indian relief works supporting 2,948,000 persons.

TO-MORROW.

Chinese—23rd of 1st moon of 26th year of Kwang-shu.

Sun—Rises..... 6hr. 29min.

Sets..... 5hr. 57min.

High water—Morning..... 6hr. 0min.

Afternoon..... 6hr. 32min.

Low water—Morning..... 6hr. 18min.

Afternoon..... 6hr. 34min.

ANNIVERSARIES.

1845—The Danish possessions in India purchased by England.

1850—Lao-kwang, Emperor of China, died.

1876—Death of the Carlist rebellion.

1892—Death of the Hon. P. Ryne at Hongkong.

1897—Suicide of Capt. J. H. Ward, R.M.L.I., of H.M.S. *Grafton* at Hongkong.

AGENDA.

TO-DAY.

Cargo ex steamer *Franz Ferdinand* subject to rent.

Cargo ex *Glentworth* subject to rent.

TO-MORROW.

(About) P. & O. steamer *Canton*, leaves for London.

H.K.V.C. ORDERS.

3 p.m. 'E' Co. E. L. run at Lyemum, Launch leaves S. M. Pier.

FRIDAY, 23rd.

Daylight—N. Y. K. steamer *Wakusa Maru* leaves for Europe.

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on fifteen years' observations in 1895.

Barometer..... 30.141

Thermometer..... 57.3

Humidity..... 79.0

Rainfall..... 1.76

TO-DAY.

WEATHER REPORT.

On land at 4 p.m.

Barometer..... 30.29

Thermometer..... 55

Humidity..... 65

Rainfall..... 1.05

TO-DAY.

Wednesday, 21st February, 1900.

Chinese—22nd of 1st moon of 26th year of Kwang-shu.

Sun—Rises..... 6hr. 29min.

Sets..... 5hr. 57min.

High water—Morning..... 6hr. 0min.

Afternoon..... 6hr. 32min.

Low water—Morning..... 6hr. 18min.

Afternoon..... 6hr. 34min.

ANNIVERSARIES.

1732—George Washington born.

1849—Defeat of the Sikhs at Goojerat by Lord Gough.

1850—Discovery of gold in New South Wales by Mr. E. Hargraves.

1862—Shanghai delivered from a threatened attack of the Taipings.

1875—Mr. A. R. Margary, of H. B. M.'s Consular Service, murdered by Chinese in Yunnan.

1879—Arrival of 7 of the *Kait Waters* murderers in Hongkong in charge of Labuan police.

1888—Loss of the steamer *Swatow* with 31 lives.

1897—Indian relief works supporting 2,948,000 persons.

TO-MORROW.

Chinese—23rd of 1st moon of 26th year of Kwang-shu.

Sun—Rises..... 6hr. 29min.

Sets..... 5hr. 57min.

High water—Morning..... 6hr. 0min.

Afternoon..... 6hr. 32min.

Low water—Morning..... 6hr. 18min.

Afternoon..... 6hr. 34min.

ANNIVERSARIES.

1845—The Danish possessions in India purchased by England.

1850—Lao-kwang, Emperor of China, died.

1876—Death of the Carlist rebellion.

1892—Death of the Hon. P. Ryne at Hongkong.

1897—Suicide of Capt. J. H. Ward, R.M.L.I., of H.M.S. *Grafton* at Hongkong.

AGENDA.

TO-DAY.

Cargo ex steamer *Franz Ferdinand* subject to rent.

Cargo ex *Glentworth* subject to rent.

TO-MORROW.

(About) P. & O. steamer *Canton*, leaves for London.

H.K.V.C. ORDERS.

3 p.m. 'E' Co. E. L. run at Lyemum, Launch leaves S. M. Pier.

FRIDAY, 23rd.

Daylight—N. Y. K. steamer *Wakusa Maru* leaves for Europe.

Noon—The China-Borneo Co. Ltd. First Ordinary Yearly Meeting, at No. 4 Queen's Buildings.

Noon—Meeting of Her Majesty's Justices of the Peace, at the Magistracy.

(About) C. & O. steamer *Belgian King* leaves for San Diego and San Francisco.

Sanitary Board Notice—Time Expires for lime-washing houses in Eastern District.

SHIPPING AND MAIL NEWS.

MAILED DUE.

American (*China*) to-morrow.

German (*Stuttgart*) to-morrow.

Canadian (*Empress of Japan*) 24th inst.

Indian (*Catherine of Russia*) 23rd inst.

French (*Tonkin*) 31st inst.

American (*Doric*) 1st prox.

American (

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half-year ending 31st December, 1899, at the RATE OF ONE POUND AND TEN SHILLINGS together with a BONUS OF TEN SHILLINGS Sterling per Share of \$125 is PAYABLE on and after MONDAY, the Nineteenth February, current at the OFFICES of the Corporation where Shareholders are requested to apply for WARRANTS.

By order of the Board of Directors, T. JACKSON, Chief Manager.

Hongkong, 17th February, 1900. [125b]

THE PUNION MINING COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on Monday, the 20th day of January, 1900, the following Resolution was passed:

That a CALL of the Dollar per Share upon all the holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 31st day of March, 1900.

And Notice is also given that in accordance with Article 31 of the Company's Articles of Association, interest will be charged as from the said 31st day of March, 1900, at the rate of 5 per centum per annum upon all calls remaining unpaid after the said 31st day of March, 1900, up to the actual date of payment of the same.

Shareholders are particularly requested to note that upon presentation at the office of the Company of the Bankers' receipt for payment of the call together with the certificate of the shares in respect of which the call has been paid, an endorsement to that effect will be made upon the certificate.

By order of the Board of Directors, W. H. GASKELL, Secretary.

Hongkong, 30th January, 1900. [130b]

Entertainment.

THEATRE ROYAL, CITY HALL.

HONGKONG AMATEUR DRAMATIC CLUB
WILL GIVE
FOUR PERFORMANCES
OF
THE YEOMEN OF THE GUARD,
OR
THE MERRYMAN AND HIS MAID.

W. S. GILBERT & ARTHUR SELLIVAN.

SATURDAY, 24th February.

MONDAY, 26th.

Commencing each evening at 9 P.M. precisely.

Dress Circle and Stalls..... \$3

Pit..... 1/6

Half-price to the Pit for Soldiers, Sailors, and Police in Uniform.

TICKETS can be obtained at the Booking Office of the Theatre, CITY HALL, Daily at 10 A.M.

The BOOKING OFFICE will be OPEN Daily from 10 A.M. to 4 P.M. except on Race Days, when it will be Open from 10 A.M. to 12 NOON.

Late Trains will run 1 hour after the fall of the curtain.

H. C. NICOLLE, Acting Manager.

Hongkong, 17th February, 1900. [125b]

To be Let.

TO LET.

"HARFORD" MAGAZINE GAP.

GROUND FLOOR, 52, PEARL STREET, No. 4, RIFON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 19th February, 1900. [12]

For Sale.

FOR SALE.

PARTIALLY DECORATED CENTRE BOARD YACHT "GLORIA". Length over all 70 ft. Water Line 17 ft. Beam 5 ft. All Lead Ballast. At present in cruising order.

For Particulars, apply to "X".

No. 10, Praya Central, Victoria.

Hongkong, 26th January, 1900. [16b]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SHEPHERSON & Co., Agents.

Hongkong, 28th May, 1899. [130]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

NOTICE.

THE Undersigned VESSELS will sail from CHINA DIRECT FOR

MARSEILLES, PLYMOUTH, LONDON.

WITHOUT TRANSHIPMENT.

LEAVE.

STEAMERS.

Shanghai, Hongkong, Singapore.

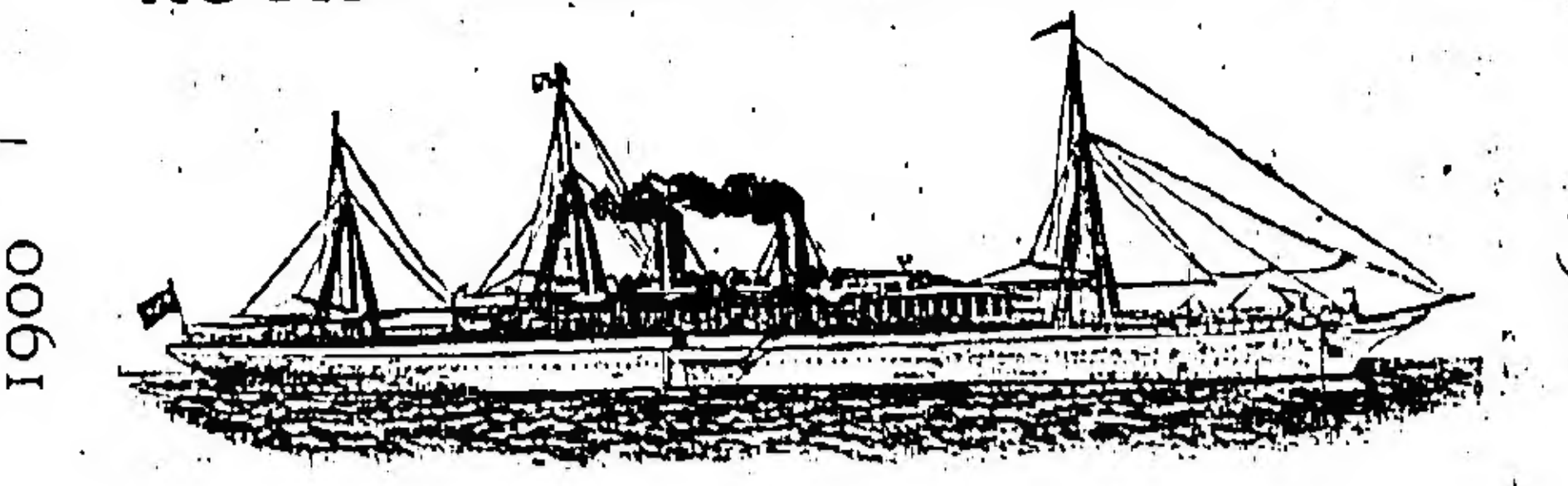
Paranatta, 4886 Mar. 27 Mar. 31 April 6

Alaudia, 5026 April 10 April 14 April 20

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong, 4th December, 1899. [13]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. Gen. A. Lee, R.N.R., WEDNESDAY, 14th March.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 4th April.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 25th April.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago, World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Booklets, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddis Street, Hongkong, 14th February, 1900. [13]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King, 3379 about Feb. 28

Thy's, 3406 about Mar. 6

Thy's, 3406 about Mar. 31

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKOHAMA and HONOLULU, on or about WEDNESDAY, the 28th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 17th February, 1900. [28]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDSS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and in Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 9th February, 1900. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CLYDE,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 3rd March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 17th February, 1900. [5]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).

Saturday, 10th Mar., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).

Thursday, 5th April, at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu).

Tuesday, 1st May, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 10th March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th February, 1900. [12]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU J. B. MacMillan	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 23rd Feb., at Daylight.
KASUGA MARU E. W. Haswell	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 23rd Feb., at 4 P.M.
FUTABA MARU J. Thom	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 24th Feb., at Noon.
MIKE MARU S. Kawamura	BOMBAY, via SINGAPORE and COLOMBO.	FRIDAY, 2nd March, at Noon.
*RIJUN MARU J. W. Elstrand	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	SATURDAY, 10th March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 21st February, 1900. [16]

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



HAMBURG-AMERIKA LINIE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ALESIA Knoth	BORDEAUX, HAVRE & HAMBURG (LONDON with transshipment in HAMBURG).	27th February.
ASTORIA Hildebrandt	NEW YORK (via SUEZ CANAL).	About 18th March.
*SAVOIA Lager	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG).	About 22nd March.
SANONIA Krech	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG).	About 31st March.
HEIDELBERG Schuler	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG).	About 6th April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

Friday, 23rd February, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

Tuesday, 20th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).

Saturday, 10th April, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on FRIDAY, the 23rd February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th February, 1900. [17]

Intimations.

QUEEN'S COLLEGE.

TERM BEGINS FRIDAY, the 23rd February.

APPLICATIONS for Admission attended by Guardians should be at the COLLEGE HALL, at 9 A.M., on either WEDNESDAY, the 21st or THURSDAY, the 22nd instants: GEO. H. BATESON WRIGHT, D.D., Head Master.

Hongkong, 17th February, 1900. [125b]

HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Building, New Praya, on MONDAY, the 26th February, 1900, at 3 o'clock P.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 26th February, both days inclusive.

By order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 30th January, 1900. [127b]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, No. 4, Queen's Building, on WEDNESDAY, the 28th day of February, at 12 o'clock (NOON) to receive a Statement of Accounts to the 31st December, 1899, and the Report of the Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to 28th instant, both days inclusive.

J. WHEELEY, Manager.

Hongkong, 12th February, 1900.

HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder's Street, on THURSDAY, the 1st day of March, 1900, at 12 o'clock (NOON), to receive a Statement of Accounts to 31st December, 1899, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th February to the 1st March, both days inclusive.

JARDINE, MATHESON & Co., General Managers.

HONGKONG FIRE INSURANCE CO., LIMITED.

Hongkong, 30th January, 1900. [129b]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on MONDAY, the 5th March, for the purpose of receiving the Report of the Directors, with a Statement of

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
GENERAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 14th May, 1896.

CARBOLINEUM VARNISH
USED FOR OVER 20 YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
LUTGENS, EISENMAN & Co.
Hongkong, 11th September, 1896.

NOTICE.
NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.

Terms moderate, for Particulars apply
c/o This Office.
Hongkong, 18th August, 1899.

VISITORS AT THE HONGKONG
HOTEL.

Adamson, Mr. C. P. Lambie, Mrs. J. E.
Aiken, Mr. J. H. child and amah
Alger, Mr. F. M. Leggett, Mr. E. C.
Angus, Mrs. John Levy, Mr. L. A.
Bailey, Mr. W. H. MacGowan, Mr. R. J.
Baker, Mr. R. H. Macmillan, Mr. A. C.
Barber, Mr. J. N. Mason, Mr. H. B.
Barlow, Mr. B. J. Matildi, Mr. & Mrs. L.
Barnaby, Mr. J. W. Mayston, Mr. J. Y.
Bartlett, Mr. J. F. N. McDougall, Mr.
Bellard, Mr. McGill, Mr. W. E.
Blackburn, Com. R. N. McLeod, Mr. & Mrs. E.
Booth, Mr. and Mrs. Messer, Mr. T. S.
Bottelheim, Mr. and Mrs. A. H.
Brewer, Miss M. D. Morrison, Mr. C. G.
Brooks, Mr. Franklin Murphy, Mr. E. O.
Buckley, Mrs. F. W. Nyer, Mr. Van
Burchard, Mr. C. A. Neuman, Mr. Otto
Burrows, Mr. E. H. O'Connell, Mr. & Mrs.
Burwell, Capt. W. F. J. L.
Byron, Mr. J. C. O'Neill, Mr. J. J.
Carlie, Mr. W. J. Parfitt, Mr. W. C.
Carter, Mr. H. B. Pereira, Mr. J. A.
Clark, Dr. and Mrs. F. Potter, Mr. E. C.
Cole, Mr. E. Fow, Miss Helene
Crar, Mr. W. D. Reeves, Mr. G. E.
Dawson, Comdr. and Mrs. G. E.
Deane, Mr. P. C. Robinson, Mr. S. J.
Derby, Mr. G. A. Rolph, Mr. R. T.
Dishon, Mr. G. D. Rousey, Mrs. L. S.
Drake, Mr. and Mrs. Rousey, Mr. L. S.
Drum, Miss Ryan, R.A.M.C., Lt.-Col.
Dupuis, Mr. A. Sampson, Mr. H.
Earnshaw, Mr. & Mrs. Scott, Mr. H. G.
Ellam, Mr. Spencer Sergeant, Mr. B. W.
Ellam, Mr. Spencer Sergeant, Mr. B. W.
Fleischer, Mr. A. C. D. E. Smythe, Mr. A. J.
Francis, Miss Hamilton
Gartorja, Mr. M. A. Stewart, Mr. E. H.
Gillingham, Mr. A. W. Stone, Mr. H.
Glover, Mrs. Taylor, Mr. B. S.
Goddard, Capt. Torrens, Mr. G.
Green, Mr. M. F. Tour, Mr. and Mrs. E.
Griffin, Major and Mrs. de la
Hall, Mr. R. J. Vaughan, Mr. H. S.
Hamerly, Mr. B. F. Waghorn, Mr. G.
Hanlon, Mr. F. W. Waghorn, Mr. G.
Hawley, Mr. B. Walling, Mr. and Mrs. B.
Hawley, Mr. B. Walling, Mr. and Mrs. B.
Howard, Mr. T. Warfield, Mr. and Mrs. W.
Hudson, Mr. C. J. Watney, Mrs. Claude
Hudson, Mr. E. P. and maid
Humphreys, Dr. and Watson, Capt. M.
James, Miss Weeks, General G. H.
Jeffrey, Major & Mrs. Whitley, Mr. & Mrs. W.
Jones, Mr. A. B. Whitley, Mr. W. J. G.
Jones, Mr. E. E. Whitley, Mr. W. J. G.
Joseph, Mr. and Mrs. A. W. Wild, Mr. and Mrs. W.
Katsch, Mr. E. A. Bagnall
King, Capt. Wilson, Mr. W. H.
Kinghorn, Mr. W. S. Zuniya, Mr. J. M. de
Kirkwood, Mr. J.

VISITORS AND RESIDENTS AT THE
PEAK HOTEL.

Bernadogus, Mr. Louis John, Major G. R. St.
Brayne, Mr. H. F. K. Kofod, Capt. K.
Brown, Colonel Lee, Mr. J. E.
Bure, Mr. P. Martin, Mr. R.
Carrington, Sir John W. Mitchell, Mr. R.
Clarke, Capt. and Mrs. Monney, Mr. and Mrs. A. C.
Dann, Mr. G. H. O'Gorman, Lt.-Col. The
Dow, Mr. P. P. Hon. H. E.
Dreze, Mr. F. J. Haver Pymme, Comdr. R. M.
Ezekiel, Mr. J. S. Eschir, Mr. A.
Fraser, Lt.-Col. A. H. Smith, Mrs. Albert
Gompertz, Mr. H. R. Smith, Mr. A. Findlay
Graham, Colonel E. H. Stokes, Mr. A. G.
Graham, Mr. D. M. Stokes, Mr. A. G.
Gros, Mr. Edward F. Thomson, Mr. O. D.
Hays, Mr. J. Wardwell, Misses (2)
Inchbold, Mr. Chantrey Wheeler, Miss
Jacob, Mr. F. B. Wheeler, Mr. G. H.

CRAGIEHURN.
Clement, Mr. C. Rice, Mrs. Albert Smith
Dowler, Mrs. H. G. Rice, Miss Ellen A.
Flynn, R.N. Rev. F. Simmonds, Capt. C. B.
Johnson, Rev. F. T. R.A.
Johnston, Mr. R. F. L.C.C. F. U.S.N.
Libeaud, Mr. J. Snow, Mrs. C. F. and
Miller, Mrs. J. M. daughter
Miller, Miss Maud Volpicelli, Consul
Miller, Miss Carolina Volpicelli, Madame
Miller, Miss Julia Volpicelli, Madame
Peany, Miss Wright, Mrs.

OPUM QUOTATIONS.
Hongkong, 21st February.

New Patna 965 per cwt.
New Denares 1,000
New Malwa 960 per picul.
Old Malwa 970/980
Persian, Oily, cash 440
Persian, paper tied 860/880

The Share Market.

LATEST QUOTATIONS.
(February 21st.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	314 1/2 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited (Deferred)	£ 1	£5-5 buyers
National Bank of China, Ltd.	£ 1	\$26
Do. Founders	£ 1	\$20
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$235
China Traders' Ins. Co., Ltd.	\$ 25	\$56
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Co., Ltd.	\$ 60	\$120
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$2
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$350
China Fire Ins. Co., Ltd.	\$ 20	\$89
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$29
Indo-China Steam Navigation Co., Ltd.	£ 10	\$87
China & Manila S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£10.10 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£10.10
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	£5
Star Ferry Co., Ltd.	\$ 10	\$19
"Shell" Transport & Trading Co., Ltd.	£ 100	£250
Refineries.		
China Sugar Refining Co., Ltd.	\$ 100	\$132
Luzon Sugar Refining Co., Ltd.	\$ 100	\$47
Mining.		
Punjab Mining Co., Ltd.	\$ 5	\$6
Punjab Mining Preference Shares	\$ 1	\$1.30
Indo-Françaises Charbonnages du Tonkin	Fcs. 250	\$350
Queen Mines, Ltd.	25 cts.	\$0.27
Jebsen Mining and Trading Co., Ltd.	\$ 5	\$13
Raub Alina Gold Mining Co., Ltd.	15s. 10d.	\$63
Oliver's Freehold Mines, Ltd. A.	\$ 5	\$52
Oliver's Freehold Shares	\$ 5	\$5
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$1
Do. (Preference)	\$ 1	\$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ltd.	\$125	550 % premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$87
Wanchai Warehouse & Storage Co., Ltd.	\$ 171	\$431
New Amoy Dock Co., Ltd.	\$ 6	\$20
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.35
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$122
Kowloon Land and Building Co., Ltd.	\$ 50	\$26
West Point Building Co., Ltd.	\$ 50	\$41
Hongkong Hotel Co., Ltd.	\$ 50	\$126
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$9
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$38
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 60
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 67
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 72
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 375
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 54
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$28
China-Hongkong Co., Ltd.	\$ 15	\$16
A. S. Watson & Co., Limited	\$ 10	\$104
Watkins, Limited	\$ 10	\$104
Hongkong Electric Co., Limited	\$ 10	\$12
Hongkong Electric Co., Limited	\$ 2	\$2.15
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$350
Geo. Fenwick & Co., Ltd.	\$ 25	\$5
H'kong Ice Co., Ltd.	\$ 25	\$167
H'kong High-Level Tramways Co., Ltd.	\$100	\$155
Dairy Farm Co., Ltd.	\$ 5	\$5
Hongkong and China Bakery Co., Ltd.	\$ 50	\$25
Campbell, Moore and Co., Ltd.	\$ 10	\$26
Bell's Asbestos Eastern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agcy., Ltd.	\$ 4	\$4
United Asbestos Oriental Agcy., Ltd.	\$ 10	\$10
Carmichael & Co., Ltd.	\$ 20	\$5
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY & PORTS,
Share Brokers.
Telephone Address—"Rialto."
Telephone No. 148.

EXCHANGE.

Hongkong, 21st February.

ON LONDON, Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Credits, 4 months' sight	111 1/2
D'ments, 4 months' sight	111 1/2
ON BERLIN (demand)	M. 1.99
ON PARIS, Bank Bills, on demand	2.44
Credits, 4 months' sight	2.49
ON NEW YORK, Bank Bills, on demand	47 1/2
Credits, 30 days' sight	48 1/2
ON BOMBAY, Telegraphic Transfer	144 1/2
On demand	145
ON SHANGHAI, Telegraphic Transfer	73 1/2
Private, 30 days' sight	73 1/2
ON YOKOHAMA, T.T.	4 1/2 per cent. prem.
Sovereigns, Bank's Buying Rate	\$10.26
Gold Leaf touch, per tael	53.35
Bar Silver	27 1/2
Dollars	2 1/2 per cent. prem.

VESSELS IN PORT.

Steamers.	
AMIGO, German steamer, 771, J. Bendixen, 13th Feb.—Hohow 12th Feb. Rice—Jebson & Co.	
APENRADE, German steamer, 661, A. Bendixen, 17th Feb.—Saigon 12th Feb. Rice—Jebson & Co.	
BENLAVERS, British str., 1,484, A. Webster, 14th Feb.—Java 4th Feb. Sugar—Gibb, Livingston & Co.	
BORMIDA, Italian steamer, 1,099, G. Sartorio, 17th Feb.—Singapore 20th Feb. General—Carlewitz & Co.	
CEREDA, British steamer, 1,603, L. Johnson, 12th Feb.—Singapore and Feb. Case Oil—Jardine, Matheson & Co.	
CHOWFA, British steamer, 1,055, J. Williamson, 20th Feb.—Bangkok 9th Feb. and Swatow 19th Feb.—Butterfield & Swire.	
CHOWTAI, British steamer, 1,100, J. A. Morris, 19th Feb.—Saigon 9th Feb. Rice—Butterfield & Swire.	
CHUNSAUNG, British steamer, 1,418, E. J. Butler, 20th Feb.—Hongay 16th Feb. Coal—Jardine, Matheson & Co.	
DAPHNE, German steamer, 1,292, Th. Nissen, 31st Dec.—Kuchinotzu 26th Dec. Coal—Siemssen & Co.	
DECIMA, German steamer, 955, Christiansen, 13th Feb.—Saigon 7th Feb. Rice—Sander Wieler & Co.	
DENBIGHSHIRE, British steamer, 2,448, H. N. Vivyan, 17th Feb.—London 20th Dec. and Singapore 10th Feb. General—Shevan, Tomes & Co.	
DEVAVONGSE, British steamer, 1,057, Richard Curtis, 20th Feb.—Bangkok 11th Feb. and Koh-si-chang 13th Feb. General—Yuen Fat Hong.	
ESMERALDA, British steamer, 966, Ramsay, 20th Feb.—Manila 17th Feb. General—Shevan, Tomes & Co.	
GERMANIA, German steamer, 1,174, A. Möller, 10th Feb.—Java 30th Jan. Sugar—Jebson & Co.	
HALLOWAY, British steamer, 783, Bathurst, 20th Feb.—Swatow 19th Feb. General—Douglas, Laprak & Co.	
HERMES, Norwegian steamer, 840, J. C. Jensen, 16th Feb.—Saigon 11th Feb. Rice—Jardine, Matheson & Co.	
HONGKONG, French steamer, 739, Bastian, 27th Dec.—Haiphong and Hohow 26th Dec. General—A. R. Marty.	
HONGKONG MARU, Japanese steamer, 3,855, W. E. Filmer, 14th Feb.—San Francisco 16th Jan. via Honolulu 22nd Feb. Yokohama 4th Feb. Kobe 6th. Nagasaki 7th. and Shanghai 10th. Mails and General—J. S. Van Buren.	
KACHIDATE MARU, Japanese steamer, 2,143, S. Fujiki, 20th Feb.—Kuchinotzu 15th Feb. Coal and Coke—Mitsui Bussan Kaisha.	
KASUGA MARU, Japanese steamer, 3,797, E. W. Haswell, 20th Feb.—Yokohama 9th General—Nippon Yusen Kaisha.	
KONG BENG, British steamer, 862, F. W. Joslin, 14th Feb.—Butterfield & Swire.	
LOONGSANG, British steamer, 1,092, T. S. Weigall, 19th Feb.—Manila 16th Feb. General—Jardine, Matheson & Co.	
MACDUFF, British steamer, 1,882, R. Glegg, 13th Feb.—Saigon 8th Feb. Rice—Dodwell & Co., Ltd.	
MEEFOW, Chinese steamer, 1,330, Frigate, 17th Feb.—Canton 14th Feb. General—C. M. S. N. Co.	
MENMUI, British steamer, 1,980, S. J. George, 6th Dec.—Sourabaya 4th Feb. 2nd Nov. Sugar—Jardine, Matheson & Co.	
MONKUT, British steamer, 850, N. G. Major, 16th Feb.—Bangkok via Koh-si-chang 6th Feb. General—Butterfield & Swire.	
NANWANG, German steamer, 983, Th. Lehmann, 17th Feb.—Saigon 12th Feb. Rice—Siemssen & Co.	
ORESTES, British steamer, 2,992, T. Peters, 20th Feb.—Singapore 14th Feb. General—Butterfield & Swire.	
PEIYANG, German steamer, 953, R. Köhler, 19th Feb.—Saigon 14th Feb. Rice—A. R. Marty.	
PROSPER, Norwegian steamer, 280, Thorsten, 3rd Feb.—Sourabaya 23rd Jan. Sugar—Geo. R. Stevens & Co.	
QUEEN ADELAIDE, British steamer, 1,835, M. Nair, 19th Feb.—Tacoma and Kobe 14th Feb. General—Dodwell & Co., Ltd.	
QUEEN ELANOR, British steamer, 2,270, E. Risdon, 17th Feb.—Amoy and Ports 16th Feb. General—Shewan, Tomes & Co.	
RELIEF, American transport, 3,000, F. R. Harding, 13th Feb.—Manila 16th Feb. Sailing 13th Feb. British steamer, 600, J. R. Nasbet, R.N.R., 20th Feb.—Bangkok 14th Feb. General—Arnold, Karberg & Co.	
SHINI MARU, Japanese steamer, 1,400, R. Nakagawa, 18th Feb.—Mojito 12th Feb. Coal—Mitsui Bussan Kaisha.	
VICTORIA, American steamer, 1,992, John Pantion, 20th Jan.—Manila 26th Jan. Ballast—Dodwell & Co., Ltd.	
WINGSANG, British steamer, 1,577, T. H. Sellar, 17th Feb.—Shanghai and Swatow 16th Feb. General—Jardine, Matheson & Co.	
YEDO MARU, Japanese steamer, 1,068, S. Sairo, 16th Feb.—Mojito 10th Feb. Coal—Wing Tai Loong.	
Sailing Vessels.	
ALLERTON, British ship, 1,938, Toye, 31st Jan.—Cardiff 8th Sept. Coal—Admiralty.	
BRODERICK CASTLE, British ship, 1,745, O. Olsen, 29th Jan.—New York 24th Aug. Case Oil—Standard Oil Co.	
EMILY REED, American ship, 1,460, D. C. Nickless, 1st Feb.—Singapore 11th Dec. Petroleum—Standard Oil Co.	
ISAAC REED, American ship, 1,837, Watts, 8th Feb.—New York 16th Aug. Kerosine Oil—Standard Oil Co.	
TRAFALGAR, British 4-masted bark, 1,076, M. S. Wright, 26th Dec.—Hongay 15th Dec. Ballast—Sander, Wieler & Co.	
WARATAH, British schooner, 25, Haynes, 23rd Sept.—Takow 19th Sept. Ballast—Mr. F. Wall.	

HER BRITANNIO MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, February 21st, 1900.

Alacrity, dispatch-vessel, 1,700 tons, 10-6 p.d. 9 guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., en route Weihai-wei.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Shanghai.

British, British cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Capt. R. H. S. Wrey, Hongkong.

Centurion, British flagship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, Hongkong.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. W. W. Ingham, Hongkong.

Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Weihai-wei.

Essex, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. C. Chadwick, Ichang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut. Com. W. J. Keyes, Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 3 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hunter, storeship, 1,640 tons, 800 i.h.p., Com. H. H. Dawson, Hongkong.

Iphigenia, 2nd class cruiser, 3,600 tons, 13 guns, 7,000 i.h.p., Capt. H. N. Dudding, Singapore.

Linnæ, gun-vessel, 756 tons, 2 heavy guns, 4-6 pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.

Orlando, British cruiser, 3,600 tons, Capt. J. H. Burke, Manila.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. S. G. Douglas, Shanghai.

Phoenix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.

Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. J. F. E. Green, Hongkong.

Plover, 1st class gunboat, 455 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. V. de M. Cowper, Manila.

Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, on the West River.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4-6 pounders, 870 i.h.p., Hongkong.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. H. E. Hillman, on the West River.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.

Victorious, British battleship, 14,900 tons, 32 guns, 14,000 i.h.p., Captain A. Schomburgk, Hongkong.

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut. Comdr. E. Kelly, Hongkong.

Weymouth, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 360 i.h.p., Lieut. Comdr. Watson, on the Yangtze.

Woodlark, British gunboat, 2 guns, 550 i.h.p., Lt. Comdr. R. A. Norton, on the Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.

Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.

Valkyrien, Danish cruiser, 3,000 tons, Prince Valdemar, Shanghai.

Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Montclair, Hongkong.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Koroleff, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Jakowlew, at Nagasaki.

Albatros, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elieksy, at Nagasaki.

Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,450 h.p., Captain Dobrowsky, at Nagasaki.

Dimitri Donskoy, Russian armoured cruiser, 5,895 tons, twin screw, 35 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbernikoff, at Nagasaki.

Gremtastch, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 3,000 h.p., at Nagasaki.

Koryeet, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.

Mandulak, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoweff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Zenish, at Nagasaki.

Nayadmit, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Oranien, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copriano, at Nagasaki.

Rossia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojoff, at Nagasaki.

Rezhynik, Russian cruiser, 1,330 tons, Capt. Komaroff, en route Manila.

Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.

Silafet, Russian gunboat, 1st class, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sistot Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Mollas, at Nagasaki.

Stoututich, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Nagasaki.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.

Vladnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulian, at Nagasaki.

Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkuriff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Nowarasski, Russian torpedo boat, 87 tons, 4 guns, 1,200 h.p., 22 knots.

Podgorunk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.